

IN THE CLAIMS:

Kindly amend the claims as follows:

1. (Currently Amended) A cargo restraint system for a cargo area of an automotive vehicle comprising:

a stationary hook assembly mounted on a first surface of said cargo area and having a closed hook member, said stationary hook assembly including a first bezel in which said closed hook member is pivotally supported for movement between a retracted closed position and an extended engagement position to facilitate engagement of said closed hook member by said a retractable open hook member, said closed hook member having an actuator portion and an engagement portion, said actuator portion retracting into a deep compartment of said first bezel when said engagement portion extends away from said first bezel to facilitate connection with said retractable open hook member, said engagement portion being received within a shallow compartment of said first bezel when pivoted into said retracted closed position; and

a movable hook assembly mounted on a second surface of said cargo area and having [[a]] said retractable open hook member with a line attached thereto that can be extended into engagement with said closed hook member stretching said line from said movable hook assembly to said stationary hook assembly to engage cargo for restraint thereof.

Claims 2 - 4 (Canceled).

5. (Currently Amended) The cargo restraint system of Claim 1 wherein said movable hook assembly includes a second bezel adapted to receive said retractable open hook member when

retracted into said second bezel, said second bezel having an opening therein for the passage of said line.

6. (Currently Amended) The cargo restraint system of Claim 5 wherein said retractable open hook member has a base portion connected to said line and a handle portion engagable with said closed hook member, said second bezel being adapted to receive said retractable open hook member such that said base portion is received adjacent said opening and said handle portion is substantially flush with a circumferential perimeter portion of said second bezel.

7. (Currently Amended) The cargo restraint system of Claim 6 further comprising a retraction mechanism operatively connected to said line to bias said retractable open hook member toward a retracted position received within said second bezel.

Claims 8 – 20 (Canceled).

21. (Previously Presented) In a cargo restraint system for a cargo containment area in an automotive vehicle, said cargo restraint system including a stationary hook assembly mounted on a first surface of said cargo area and having a closed hook member, the improvement comprising:

a movable hook assembly mounted on a second surface of said cargo area and having a retractable open hook member with a line attached thereto that can be extended into engagement with said closed hook member stretching said line from said movable hook assembly to said stationary hook assembly to engage cargo for restraint thereof, said movable

hook assembly includes a first bezel adapted to receive said open hook member when retracted into said bezel, said first bezel having an opening therein for the passage of said line.

22. (Canceled)

23. (Previously Presented) The cargo restraint system of Claim 21 wherein said open hook member has a base portion connected to said line and a handle portion engagable with said closed hook member, said first bezel being adapted to receive said open hook member such that said base portion is received adjacent said opening and said handle portion is substantially flush with a circumferential perimeter portion of said first bezel.

24. (Previously Presented) The cargo restraint system of Claim 23 further comprising a retraction mechanism operatively connected to said line to bias said open hook member toward a retracted position received within said first bezel.

25. (Previously Presented) The cargo restraint system of Claim 21 wherein said stationary hook assembly is formed with a second bezel in which said closed hook member is pivotally supported for movement between a retracted closed position and an extended engagement position to facilitate engagement of said closed hook member by said open hook member.

26. (Currently Amended) The cargo restraint system of Claim 25 wherein said closed hook member has an actuator portion and a engagement an engagement portion, said actuator portion retracting into said second bezel when said engagement portion extends away from said second bezel to facilitate connection with said open hook member.

27. (Previously Presented) The cargo restraint system of Claim 26 wherein said second bezel has a deep compartment and a shallow compartment, said deep compartment being operable to receive said actuator portion when pivoted into said second bezel.